

Amendments to the claims:

1. (canceled)
2. (canceled)
3. (canceled)
4. (canceled)
5. (canceled)
6. (canceled)
7. (canceled)
8. (canceled)
9. (canceled)
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11. (canceled)
12. (canceled)
13. (canceled)
14. (canceled)
15. (canceled)
16. (currently amended) A method for a post-treatment of exhaust gas produced by an internal combustion engine in a motor vehicle, comprising the steps of obtaining hydrogen by a hydrolysis unit connected to a water tank; delivering a metered addition of the hydrogen to an exhaust gas as a function of a demand for hydrogen occurring at certain operating states and/or functions of a catalytic converter; performing the delivery of the hydrogen in a

direction of flow of the exhaust gas at a location ~~selected from the group consisting of between an oxidation catalytic converter and an NOx storage catalytic converter, upstream of the an oxidation catalytic converter and upstream of the NOx storage catalytic converter, and upstream of the oxidation catalytic converter and a particle filter of an exhaust-gas line.~~

17. (currently amended) A The method as defined in claim 16;
and further comprising producing a quantity of hydrogen required in each case on demand in the hydrolysis unit; and making available directly for metering.

18. (currently amended) A-The method as defined in claim 17;
and further comprising providing a hydrogen tank that stores a certain quantity of the hydrogen produced by the hydrolysis unit.

19. (currently amended) A The method as defined in claim 18;
and further comprising dimensioning a quantity of hydrogen in the tank so that it suffices to heat and regenerate the NOx storage catalytic converter disposed downstream of a particle filter.

20. (currently amended) A-The method as defined in claim 16;
and further comprising registering a temperature of the exhaust gas and certain operating states of the catalytic converters.

21. (currently amended) A The method as defined in claim 16;
and further comprising providing regeneration phases in the NOx storage
catalytic converter including adding hydrogen to an untreated exhaust gas at
certain intervals and in a quantity required in each case.

22. (currently amended) A The method as defined in claim 16;
and further comprising for the internal combustion engine formed as a diesel
engine, activating an addition of hydrogen to the exhaust gas when hydrocarbon
can not be produced using internal processes.

23. (currently amended) A The method as defined in claim 16;
and further comprising for the internal combustion engine formed as a gasoline
engine, initiating an additional addition of hydrogen to the exhaust gas when an
engine operating point at a moment does not allow hydrocarbons to be made
available using internal processes at a sufficient temperature.

24. (currently amended) A The method as defined in claim 16;
and further comprising regenerating oxidation stages of the storage catalytic
converter or the particle filter by means of hydrogen reduction, to restore a
sufficient conversion rate after sulphur sulfur poisoning, at oxidations stages at
the Next NOx storage catalytic converter or the particle filter.

25. (currently amended) A The method as defined in claim 24;
and further comprising activating the regeneration after a decrease in a
conversion rate of the NOx storage catalytic converter or the particle filter is
registered.

26. (currently amended) A The method as defined in claim 16;
and further comprising raising an exhaust-gas temperature in order to guarantee
that regeneration conditions are met when the particle filter is employed while the
engine operates under a low-load condition and temperatures therefore for the
low-load condition is are a crucial factor.

27. (currently amended) An apparatus for a post-treatment of an
exhaust gas of an internal combustion engine in a motor vehicle, comprising a
hydrolysis unit, a metering device connected to said hydrolysis unit via a
hydrogen line for a metered addition of hydrogen to an exhaust gas; and a
control/regulating unit that is functionally connected to said hydrolysis unit and
said metering device in order to control or regulate a production of hydrogen in
said hydrolysis unit and said metering device as a function of certain operating
states of the internal combustion engine and registered parameters of an
exhaust-gas system; and additional points at which hydrogen is added to the
exhaust gas in the exhaust-gas line, provided in a direction of flow of the
exhaust gas at a location selected from the group consisting of upstream of an
oxidation catalytic converter, between the oxidation catalytic converter and an

~~NOx storage catalytic converter, and upstream of the oxidation catalytic converter and a particle filter.~~

28. (currently amended) An The apparatus as defined in claim 27, wherein said metering device is formed as a metering and shutoff valve.

29. (currently amended) An The apparatus as defined in claim 27; and further comprising a hydrogen intermediate storage tank connected downstream of said hydrolysis unit in order to store a certain quantity of hydrogen.

30. (currently amended) An The apparatus as defined in claim 27, wherein said control/regulating unit comprises a catalytic converter monitoring function that is functionally connected to an exhaust-gas sensor system.